

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FALSE PROCEED SIGNAL REPORT

REPORT FOR (month/year)
November 1995

DATE
11-16-95

All railroads subject to Regulations of the Federal Railroad Administration shall submit a false proceed signal report, original only, to the Federal Railroad Administration within 15 days after a false proceed occurs.

Copies of this form will be furnished upon request to the Department of Transportation, Federal Railroad Administration, Office of Safety, Washington, D.C. 20590

REPORTING CARRIER (railroad & region or division)
Burlington Northern Santa Fe
Santa Fe Lines
Illinois Division

MAIL TO

REGIONAL DIRECTOR OF RAILROAD SAFETY
REGION 6
FEDERAL RAILROAD ADMINISTRATION
1807 FEDERAL OFFICE BUILDING
911 WALNUT
KANSAS CITY, MO 64106

REPORTING OFFICER (signature/title)

Asst. Chief Engineer
Ft. Worth, TX

A failure should not be counted more than one time in items 1, 2, 3, and 4; the failure should be classified under the basic system or appliance of which it forms an essential part. E.g.: assume grounds cause a block signal to indicate a false proceed causing corresponding indications of a cab signal system on each train approaching this point, such failure should be included in Item 1. Block System.

A false proceed failure is a failure of a system device or appliance to indicate or function as intended which results in less restriction than intended.

The following abbreviations may be used in the report.

A-Automatic	EM-Electromechanical
AB-Automatic block	EP-Electropneumatic
ACS-Automatic cab signal	FP-False proceed
APB-Absolute permissive block	MP-Manual block
ATC-Automatic train control	M-Mechanical
ATS-Automatic train stop	P-Pneumatic
CL-Color light	PL-Position light
CPL-Color position light	SA-Semiautomatic

TYPE OF SYSTEM	DATE	LOCOMOTIVE NUMBER	DEVICE THAT FAILED	LOCATION (city and state)
1 BLOCK SYSTEMS <input type="checkbox"/> AB <input type="checkbox"/> APB <input checked="" type="checkbox"/> X TC	11-06-95	Train #1347	Signal 2136.3	Galva, Illinois
2 INTERLOCKING <input type="checkbox"/> REMOTE <input type="checkbox"/> AUTO-MATIC <input type="checkbox"/> MANUAL				
3 AUTOMATIC SYSTEMS <input type="checkbox"/> ATS <input type="checkbox"/> ATC <input type="checkbox"/> ACS				
4 OTHER (specify)				

NATURE AND CAUSE OF FAILURE/CORRECTIVE ACTION TAKEN

Dispatcher reported an unsolicited clear aspect on the westbound absolute signal at Galva on Main track #2. Amtrak #1347 westbound on Main #1 verified to Signal Supervisor that the approach signal on Main #2, Signal # 2136.3, displayed an approach medium aspect with the absolute signal at Galva displaying a stop aspect. Amtrak had been instructed to stop at Galva even though the train was not on the track affected.

Wire thieves stole copper communication wires at MP 136.9. There were (12) twelve spans of wire stolen. The tails of the copper wire that were left were laying in the signal wires. This caused the 2136-FYR relay to falsely energize thus causing the signal at 2136.3 to be display an approach medium aspect in lieu of an approach aspect.

Correction: Removed all copper wires that were hanging down in the open signal wires. Made operating tests and left working ok.